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COUNTRY	<u>East Germany</u>	REPORT	
TOPIC	<u>Finsterwalde Airfield</u>		
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	<u>10 September 1954</u>
REFERENCES			
PAGES	<u>2</u>	ENCLOSURES (NO. & TYPE)	
REMARKS	<u>This is UNEVALUATED Information</u>		

1. The following air activity and aircraft were observed at Finsterwalde airfield between 19 and 31 July 1954:

19 July. Between 0800 and 1400, local flights were made by 3 or 4 MiG-15s and U-MiG-15s at altitudes of between 300 and 400 meters. The aircraft remained aloft for three to six minutes and did not retract their landing gears. There was a 8/10 overcast. Air activity was discontinued during occasional rain showers.

20 July. No air activity was observed. There was a closed ceiling at an altitude of 200 meters and visibility of about 5 km.

21 July. Between 0900 and 1800, the usual flights were made by MiG-15s and U-MiG-15s. At 1030, three flights of MiG-15s with auxiliary fuel tanks crossed over the field. The aircraft did not land there.

22 July. Between 1400 and 1800, take-offs, landings, and local flights were made.

23 July. Throughout the day, there was local flying by aircraft with extended landing gears. Occasionally, the air activity was temporarily discontinued because of rain showers.

31 July. At 1600, a MiG-15 or U-MiG-15 made aerobatics at an altitude of 3,000 to 4,000 meters.

2. The following air activity was observed between 26 July and 19 August:

26 July to 14 August. Every day between 0830 and 1830, except on Sundays, there was air activity by MiG-15s and U-MiG-15s. Eight aircraft were observed at the take-off point. Each aircraft made four of five local flights of 3 to 4 minutes duration. Subsequently the pilot was changed and additional short local flights were made. After two or three pilots had been exchanged, the aircraft were refueled from tank trucks which moved to the left wing. At the beginning of the period of observation, only one U-MiG-15 with the No 514 Y practiced diving. Later on, two aircraft were involved in diving practices. After the take-off toward the west, the aircraft climbed to an altitude of 2,000 or 3,000 meters while circling to the left over the local area, and then approached the field from the east. They flew slightly north and dived over their left wing at an angle of about 45 degrees. The pulling out of dive was started at an altitude of about 1,000 meters and was completed at 200 meters above the ground. Subsequently, the aircraft climbed again and repeated the same procedure four or five times.

14 August. At 1430, air activity was discontinued and the aircraft were towed by caterpillar tractors to the northern edge of the field. While the aircraft were being towed, several dull explosions were heard, and, subsequently,

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the landing field was entirely blanketed by smoke. The layer of smoke dissipated after about 15 minutes. 2

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15 to 17 August. No air activity was observed. There were no clouds and visibility was good.

18 August. Air activity was again observed at the field. Four MiG-15s or U-MiG-15s landed at the field, coming from the west. Their take-offs had not been observed.

19 August. Fourteen MiG-15s and U-MiG-15s were counted on the northern edge of the field. [REDACTED]

3. About 1730 on 10 August, a train consisting of 34 flatcars and 4 boxcars moved on the spur track to the field and disappeared in the wooded area aft of the hangars. Three-axle trucks and AA guns were observed on the open cars. The motor vehicles and AA guns were seen being parked on the motor vehicle parking lot on 19 August. About 1330 on 14 August, 27 two-axle railroad tank cars were being towed on the spur track. 3

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1. [REDACTED] Comment. Pilots of the southern ground attack division are still re-training with MiG-15s on Finsterwalde airfield. The advanced pilots practiced diving during the period of observation. [REDACTED]

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2. [REDACTED] Comment. The vague information by source 2 does not indicate the method of screening. Kammersdorf training area and Brandis airfield were screened in July 1953 and September 1953 respectively by smoke bombs and by blowing of smoke from Il-10s.

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3. [REDACTED] Comment. Return of AAA unit from Neubuckow where firing practices had been held.

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